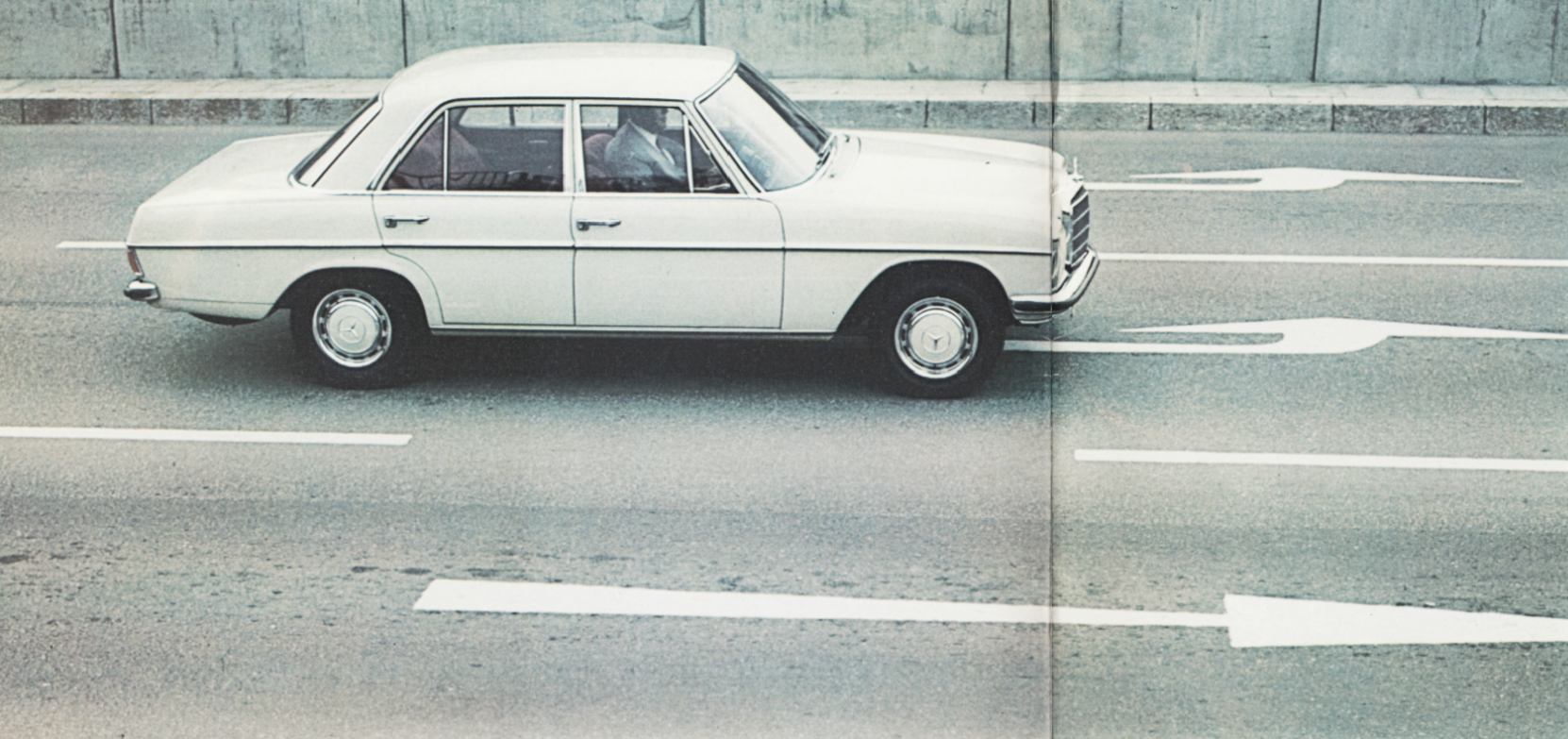


200 D
220 D



Mercedes-Benz





200 D 220 D

Two Mercedes-Benz cars built for maximum comfort yet greatest possible economy, the 200 D and the 220 D. In body design they are exactly the same as the petrol models, but in economy they are unsurpassed, even in comparison with many considerably smaller cars, cars which offer a good deal less comfort and safety. Mercedes-Benz were the first to build diesel engines for cars and through 30 years of development they have been an international success.

In the course of this development Mercedes-Benz have improved not only the performance, but have also reduced noise and vibration levels to a degree which had been believed to be impossible.

Mercedes-Benz make their diesel cars for all of those people who consider high average speeds, economic running costs, maximum comfort and safety to be more important than acceleration and high top speeds.

The maximum speeds of the 200 D and 220 D (130 and 135 km/h) are also their cruising speeds – this can be proved over hundreds of miles of uninterrupted, effortless cruising, something which is not true of every other car.

The 200 D and 220 D have all the famous advantages of other Mercedes-Benz models, plus low fuel and insurance costs.



People buy Mercedes-Benz cars because they are comfortable, safe, fast, reliable and have a long service life.

It is not merely these individual factors, but the combination of them, which make Mercedes-Benz cars so remarkable.

Comfort

Mercedes-Benz cars are compact but not cramped for space. They are designed outwards from the interior. There is enough room for five people to be comfortable, while the exterior dimensions are such that handling in heavy traffic is easy.

Seats

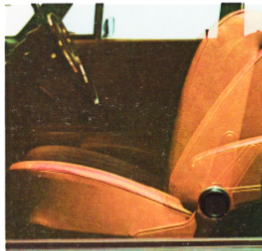
In a Mercedes-Benz, the driver's reactions are not impaired by incorrectly-shaped seats. The seats are body-contoured with firm lateral support. The seat springing is matched to the suspension and both are equally effective at all speeds. Mercedes-Benz fit firm-based seats with soft cushioning to support the body. The semi-fluting separated by double seams; a special filling, a rubberised hair backing, interlocking steel springs; these guarantee that the seats are ventilated and that any moisture is absorbed.

The position of the driver in relation to the steering wheel is anatomically correct.

A great asset on long journeys. The front seat backrests recline. Passengers in the rear have ample leg-room, even when the front seats are right back.

Heating and ventilation

are combined in a highly effective system which enables the direction and temperature of the air-flow to be adjusted over a very wide range. When the outside temperature is as low as -20°C the interior can be heated to 25°C .



Body-contoured seats with infinitely adjustable backrests (reclining seats).



Efficient heating and ventilation system, with controls for warm and cold air, up and down, to the right or left. In addition: Large adjustable fresh air ducts.

Suspension

The Mercedes-Benz diagonal swing axle is ideal for a car of this size and it ensures that the ride is neither too hard nor too soft. Fatigue-inducing vibrations are eliminated. Bumps in the road are ironed out by the rubber mountings of the axle supports, they are not transmitted to the body of the car.

The front axle has an anti-dive control.

Anti-roll bars eliminate unpleasant roll in bends.

Hydraulic gas-filled telescopic shock absorbers (de Carbon system) operate evenly, even with heavy loads. The non-friction mechanism of the Mercedes-Benz recirculating ball-type steering makes it light yet positive. Movements of the steering wheel are transferred directly and accurately to the front wheels, giving direct contact with the road, ensuring safety, even on wet and icy surfaces. The steering damper absorbs road shocks without passing them on to the steering wheel.

Because of its steering, the car is more manoeuvrable than many smaller vehicles.

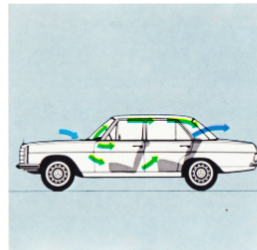
Bodywork

A Mercedes-Benz is easier to park than many smaller cars, and because of its compact overall size, it is easy to handle in traffic. There are four large doors and a spacious, illuminated, easily-accessible luggage compartment.

There are rubber mountings between the axles and the bodywork and the bulkhead between the engine and the passenger compartment is sealed so the car is very quiet and almost free from vibrations. Mercedes-Benz do not believe in showy interior fittings, non-dazzle materials are better than visual opulence.

Oddments tray, illuminated glove compartment, map pockets on front doors, large rear window shelf, four padded armrests, centre armrest on rear seat, tough carpets – these are just a few examples of Mercedes-Benz functional comfort.

Mercedes-Benz cars have that "special something" in comfort, visibility and relaxation which are indispensable for the driver.



How the draught-free continuous ventilation system works.

The compact exterior dimensions, the good look and the all-round visibility give easy handling in traffic. There are many smaller cars which are more difficult to park than a Mercedes-Benz.





The suspension can cope with all speeds, as shown in tests on the proving ground. Here a slalom test. Although the direction is changed abruptly, the driver retains full command of the vehicle.

One can talk of safety, one can apply lavish rubber padding, or one can attack the safety problem at its roots. The last method is difficult and expensive, but more responsible, even though the results of serious safety research are not immediately obvious.

In a single year of testing, Mercedes-Benz drove 80 new cars on to the scrapheap in many different ways, to solve various problems.

For example, after many series of tests Mercedes-Benz developed an instrument panel which deforms progressively according to the force of impact, thereby largely eliminating serious injuries. Foam padding is, in itself, the least important part of Mercedes-Benz instrument panel protection. The Mercedes-Benz safety-cell principle was developed through countless crash tests in the course of systematic and scientific safety research. Mercedes-Benz do not rely on the reduced rigidity of the front and rear sections, which can be expected to absorb energy. The decisive factor is that the maximum amount of impact is absorbed in distorting the bodywork, while the passenger compartment remains rigid and undamaged. In its issue No. 4, 1969, the German motor magazine "Auto, Motor und Sport" says:

Expiry of "crumple" patent

On January 23rd 1969 a piece of car safety became legally accessible to all automobile manufacturers. This was the expiry date of the Mercedes-Benz patent on safety design for car bodies, which involved a distortion-resistant passenger cell and progressively yielding impact-absorbing zones, at the front and rear of the car.

This safety design was rapidly recognized by other automobile manufacturers as the best yet developed. It has been imitated for years all over the world. In this instance the firm of Daimler-Benz generously overlooked infringements of patent rights, so as not to curb the others' safety efforts.

In any case in Untertürkheim they know that although the crumple principle is easy to understand, it is very difficult to put into practice. Even Mercedes-Benz needed years of development work before it could give the kind of perfect crash

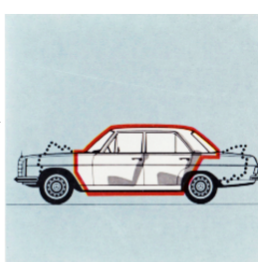


Diagram showing the distortion principle: rigid passenger compartment but energy-absorbing collapsible front and rear sections.

and crumple demonstration already seen on several occasions in Untertürkheim by the press and hence by the public. With the expiry of the patent, this safety design will now probably be seen more often in the advertising campaigns of competitors!

For Mercedes-Benz safety is not just a matter of individual items, nor is it the few dozen features in every Mercedes-Benz car.

Mercedes-Benz safety is a system based on scientific research. Its individual elements are all interdependent. It is a system which is forever being extended and perfected. Here are just a few examples:

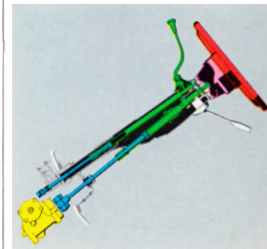
The Mercedes-Benz safety door locks will not suddenly burst open in case of accident (hence preventing passengers being flung out), and do not jam, so that the doors can be opened quickly after an accident.

The safety steering has a large padded boss on the centre of the steering wheel with an impact absorber under the padded boss, a collapsible steering column with the steering box located well behind the front axle. This avoids the dangerous "impaling" effect of the steering column in a crash.

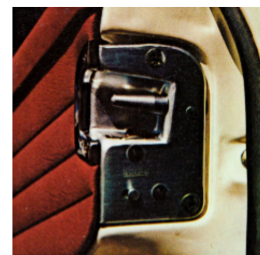
Straight-line stability and reliable road holding – a result of independent suspension and separate location – are indispensable factors in driving safety. Anti-roll bars on the front and rear axles eliminate unpleasant rolling in corners.

The dual circuit servo-assisted braking system has disc brakes all round which can be subjected to continuous stress, are effectively cooled, self-adjusting and ensure uniform braking without swerving. A warning light indicates failure of a brake circuit.

The parking brake with extra brake shoes and brake drums.



Steering without "impaling" effect. Steering column telescoping under impact. Impact absorber under the large padded boss on the steering wheel. The impact absorber has been patented.



Clearly recognizable: the strong pin of the safety door locks. This is yet another of the Mercedes-Benz patented features.

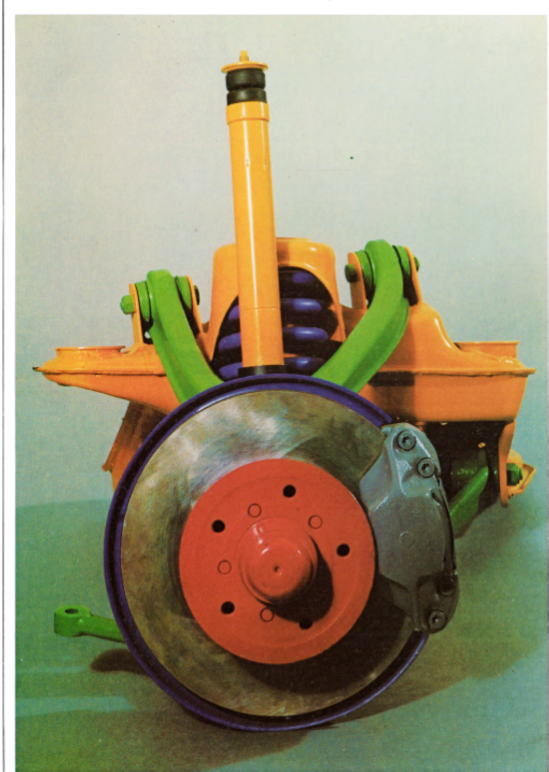
And much more Anatomically-correct driving position eliminates fatigue and keeps driver's reflexes intact, firmly anchored "breathable" seats are contoured to provide lateral support, seat springs and vehicle suspension are perfectly tuned.

Steering damper absorbs road jolts, rubber mountings on the axle-supports absorb unevenness in the road, gas-filled telescopic shock absorbers guarantee constant operation.

Today, Mercedes-Benz intensive research goes beyond the automobile itself. The second decisive factor being tested is man and his reactions. Mercedes-Benz sends its vehicles on to the test track with everyday drivers at the wheel. Unexpected hazards are simulated by experts. All reactions are noted. From the results of these tests it is possible to calculate the average reactions of the average driver.

The experience gained is then put into practice, to produce even better designs.

Four large disc brakes, power assisted dual-circuit hydraulic system





Maximum comfort on long journeys
and unique economy are the strongest
points of Mercedes-Benz diesel-engined
cars.

Economy

In 1936 Mercedes-Benz built the first diesel-driven passenger car in the world, the 260 D.
In 1949 the 170 D
In 1954 the 180 D
In 1958 the 190 D
In 1965 the 200 D
and we have been building the new 200 D and 220 D since 1968.

To date we have built a total of 700,000 diesel-engined cars.

In order to find out exact running costs, the diesel engine was subjected to long-distance test runs.

The result of a rally

Five independent teams (each consisting of three people plus luggage) started from Stuttgart in a 200 D on journeys to Lisbon, Syracuse, Istanbul, Moscow and Rovaniemi on the Arctic Circle. They all had a motoring experience which was unsurpassed in comfort and economy.

Under varying conditions – climate, roads, quality of fuel, etc. – the fuel consumption was as follows:

Stuttgart-Lisbon and back (6012 km)
9.34 litres per 100 km
Stuttgart-Syracuse and back (4714 km)
9.04 litres per 100 km
Stuttgart-Istanbul and back (5134 km)
8.71 litres per 100 km
Stuttgart-Moscow and back (6576 km)
9.38 litres per 100 km
Stuttgart-Rovaniemi and back (6234 km)
9.24 litres per 100 km

Unfortunately there was one breakdown on the 28,600 km journey, a puncture.

These fuel consumption figures could not be achieved by any other car of the same size.

The 220 D uses only marginally more fuel oil than the 200 D, despite the 10 $\frac{1}{2}$ % higher output.

The reasons for this extremely low fuel consumption

Mercedes-Benz diesel engines are equipped with an automatic phasing adjustment. Fuel is injected only at the critically correct time. The high compression ratio (21:1) gives a very high degree of thermal



One tank full . . .
you can see for yourself on the map
how far you can go with it.

efficiency. (This compression ratio cannot be used on petrol engines). The fuel is put to better use.

Both of the cars drive 30 $\frac{1}{2}$ % further on one tank full (65 litres) than comparable cars with petrol engines.

For economy of operation three other important factors must be considered, in addition to the low fuel consumption.

Minimum maintenance

The pneumatic governor on the injection pump limits the maximum engine speed. Thus the engine cannot be overloaded, even on very long journeys at high speeds.

The engine is designed to the Mercedes-Benz pre-chamber principle which has been proved seven hundred thousand times.

The engine runs smoothly because of special throttle valves with pre-injection. The injection system is maintenance-free. There is no electric ignition system.

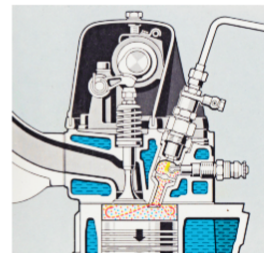
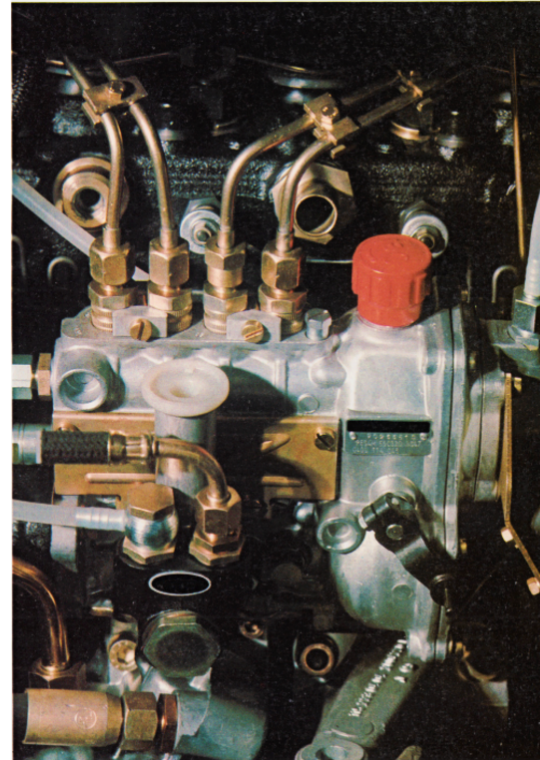
Long life

78 $\frac{1}{2}$ % of the diesel cars bought in the Federal Republic of Germany since 1946 are still in use to-day. Incredible perhaps, but true.

High resale value

The 200 D and 220 D command a high resale price even if they have covered a high mileage. Every used car buyer is on the look-out for these robust, long-lasting and extremely economical cars.

The heart of the robust, economical diesel engine: the injection pump, which meters the precise amount of fuel to each cylinder. It is maintenance-free and completely immune to water and ice – as is the entire diesel system.



The Mercedes-Benz pre-chamber system. The only system which ensures a smooth combustion process.



Mercedes-Benz reliability –
even in extreme weather conditions

Reliability

A reliable car is one which functions perfectly and operates without trouble over a long period of time.

Mercedes-Benz cars are reliable.

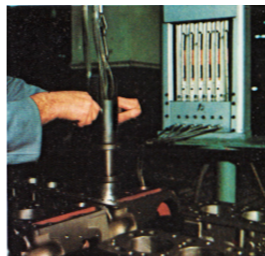
Seats, Seat springs and door locks are subjected to continuous tests, equivalent to a journey of 400,000 km.

4 doors which really fit
The deep thud when closing the doors is not an acoustic gimmick, but a sign that the door fits properly. Mercedes-Benz employ experts whose only job it is to check the measurements of doors.

All electrical units
(headlights, starter, dashboard lighting etc.) are separately earthed, which is more expensive, but also more reliable.



The seat suspension must co-ordinate with that of the bodywork. Only in this way will the driver's well-being be ensured in the long run. Thorough tests guarantee this.



Reliability is based on precision in manufacture. Every single cylinder bore is measured pneumatically.

All parts
supplied by outside contractors are subjected to strict testing before being installed, although they have already been inspected by the manufacturers. For example, a high percentage of every batch of rubber sleeves for the constant-velocity rear axle joints must undergo a 100 hour test in an oil bath. The batch is only released for production when it has passed this test.

Every single rear axle
undergoes four different tests after it has been assembled to see that it is tight.

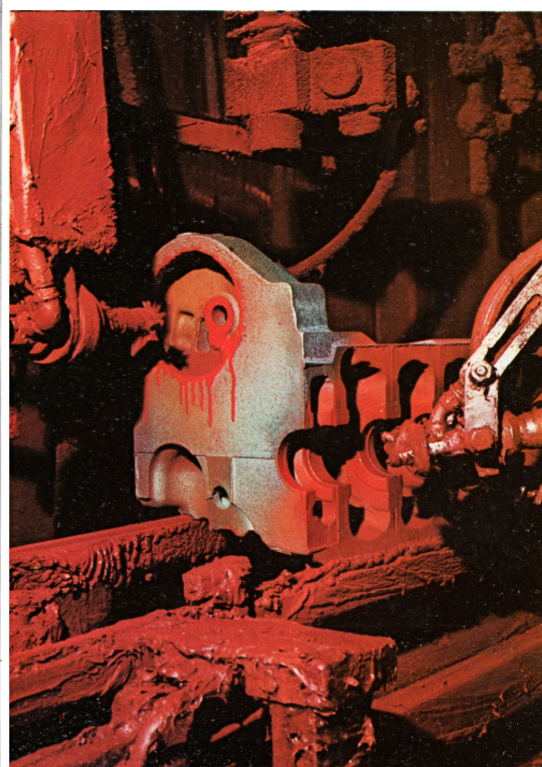
Every engine, transmission and axle
is subjected to extensive test runs under varying conditions. Only after they have withstood these trials without any adverse effects are they worthy of being installed in a Mercedes-Benz.

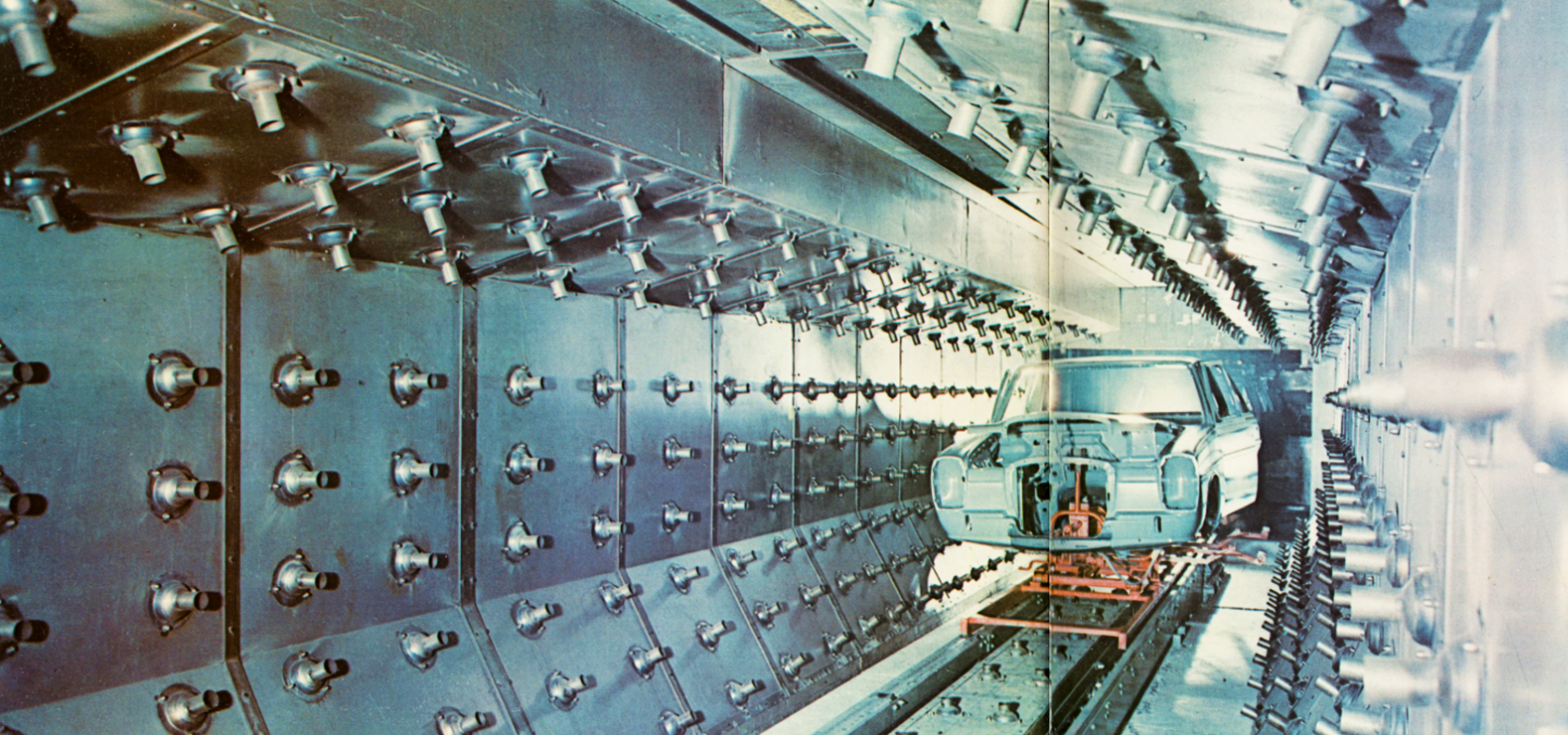
Safety knob
The door is only shut properly if the arrester knob for the door lock can be pushed down.



Gas-filled double action telescopic shock absorbers are a feature of all Mercedes-Benz cars. The gas pressure prevents the oil from frothing and thus ensures constant damping effect, even under extreme conditions. Details which people do not usually talk about and which are rarely installed in production cars.

Every Mercedes-Benz engine block is painted on the inside before assembly. This is not absolutely necessary, but it is safer and more reliable: This means better cohesion of the cast iron molecules. When the engine is being run it is impossible for particles to be loosened and to clog the oil ducts. This costs money, and the owner cannot see it. It could of course be left out . . .





In paint research, no expense is spared.
Salt on the road and chemicals in the air –
only the best paintwork can combat these.
The paintshops at Mercedes-Benz
incorporate all of the most up to-date
research findings.

Lasting Value

Lasting value in a car means that years of service do not detract from its value to any great extent – in other words, that a high resale price can be obtained. Mercedes-Benz passenger cars are lasting in value.

Body shape

Fashionable appearance will always attract certain buyers. Mercedes-Benz, however, cannot afford to follow this trend. New models with the three-pointed star are only introduced when genuine technical improvements have been made.

Frequent model changes mean that a car's obsolescence already begins when it is brand new. This is particularly true of body-styling. For this reason Mercedes-Benz do not have bodies which are attractive to-day and out-of-date tomorrow. They are modern but not modish. The only shape which lasts for years is the „right“ one. It lasts a long time – as long as a Mercedes-Benz.

Lasting value means that the quality of materials and workmanship are equally high.

The paintwork

Mercedes-Benz passenger cars are given a particularly hardwearing covering of paint (around 20 kg. per vehicle). After the application of phosphates and the passivation up to five coats are applied. These are organically co-ordinated. First comes a primer, then the second primer, followed by a protective coating, then the basic coating and finally the special top coat.

Permanent undersealing

(around 14 kg. per vehicle) of the undercarriage, the fenders, the sills and the underside of the front section.

The extra protective wax coating

for the engine compartment and the whole underside of the vehicle, including axles, drive shaft, fuel and brake lines.

Hollow parts which become inaccessible after assembly are coated with zinc paint before assembling, to prevent interior corrosion.

The axle housings and engine block are coated inside with a special heat and oil-resistant paint developed by the Mercedes-Benz research laboratory.

Sheet metal joints must be scrupulously clean

All joints, no matter how small, are sealed on the inside as well as the outside. This is not only for the sake of appearance, but also to make sure that corrosion cannot set in.

Continuity of Mercedes-Benz models

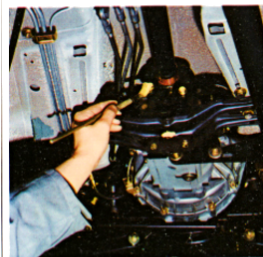
results in high resale prices, maximum precision and reliability in manufacture. Building a car which will remain on the market for some time eliminates many "teething troubles". It is better to have this risk once every six years, rather than three or more times in the same period.

Ruthless inspection

15% of all personnel in car production are engaged in quality control. They have to weed out everything which does not come up to the required standard. And they really do this.

Service

Mercedes-Benz has over 3,700 service stations in 162 countries, with experienced specialists who have frequent refresher courses given by experts from the factory. A reassuring feeling, especially for holiday journeys.



Screws which hold vital sections are tested individually by hand at the end of the production line. A coloured seal means. test passed, released.



The vehicle's underfloor and the wheel arches. The best paintwork is useless if it can be damaged by stones, so here Mercedes-Benz passenger cars have an extra, flexible, plastic coating.

Every body shell is dipped in primer. The protective coating covers even the most inaccessible parts.



Basic Equipment

Axles

Front axle: Axle support with double wishbones and anti-dive control.
Rear axle: Mercedes-Benz diagonal swing axle.

Transmission

Fully-synchronized 4-speed transmission with steering column or floor shift, self-adjusting diaphragm spring clutch.

Suspension

On front and rear axle two coil springs, one anti-roll bar. Two double-action hydraulic telescopic shock absorbers front and rear.

Windscreen

Screen washer, foot-operated, with wiper contact, 2-speed windscreen wipers, butterfly type, operated by the combination switch on the steering column.

Lighting system

Parking lights, Assymetric low beam (dimmer), high beam headlights, foglamps, side indicator lights, reversing light, infinitely variable instrument lighting, luggage compartment light, interior lights with door contacts and hand switch, lighting for ashtray and heater control.

Brakes

Disc brakes on all four wheels, dual circuit power braking system, parking brake with additional brake shoes and brake drums, brake-failure warning light.

Steering

Exact, light, recirculating ball steering, steering damper, large padded steering wheel boss, impact absorber under the padded boss, telescopically collapsible steering column, steering box located well behind the front axle.

Bodywork

Frame floor unit firmly welded to the body, rigid, torsion-resistant passenger compartment (safety cell), energy-absorbing front and rear sections, optimal vision on all sides, panoramic safety glass windows, four doors, easy to close, rubber strip inserts on both sides, bumpers with broad rubber inserts.

Seats

Anatomically contoured seating, firmly anchored, shaped to give hip support, seat springing, vehicle suspension and sitting

position carefully tuned, front seats adjustable forwards or backwards also angle of backrest, reclining seat fittings. On request, bench seat with fixed backrest.

Instruments

Instrument panel padded, yielding on impact, speedometer, oil pressure gauge, fuel gauge, water temperature gauge, indicator lights for parking brake, for functioning of both brake circuits, for battery, indicators, high beam and fuel reserve, glow plug control electric clock, total mileage recorder, daily mileage recorder.

Heating and ventilation

Continuous warm or cold air flow, dust and draught free, with additional booster for windscreen, front and rear foot wells, air volume and air distribution for warm and cold air, infinitely variable up and down, Heating separately controlled for right and left sides, on the right and left of the instrument panel adjustable spherical vents for warm and cold air, large fresh-air opening in the middle of the instrument panel, infinitely variable adjustment to right and left.

Signalling system

Headlight flasher, self-cancelling indicators operated by the combination switch on the steering column 2 high-frequency horns, brake lights, indicator warning lights.

Locks

Safety locks on all doors with a child-proof locking system on the rear doors, luggage compartment lid lock, steering wheel lock combined with glow plug and starting switch, master key for the doors, ignition and luggage compartment, second key for doors and ignition only.

Miscellaneous

Parcel tray between front seats, pockets on the front doors, glove compartment, rear window shelf, rear view mirror, adjustable to anti-glare position, padded sun visors with vanity mirror on passenger side, grab handles on roof frame, clothes hooks on grab handles, padded armrests on doors, centre armrest on rear seat, cigar lighter, ashtrays at the front and rear, anchorage points for safety belts front and rear, carpets, towing lugs front and rear.

The contents are not binding and the right is reserved for modifications.



Optional

Mercedes-Benz passenger cars are very well equipped and offer maximum comfort.

If you want to personalise your Mercedes-Benz and give it individuality, there are many extras available.



Mercedes-Benz power steering



Mercedes-Benz automatic transmission



Sliding roof

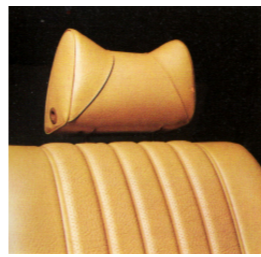
Mercedes-Benz power steering
Mercedes-Benz power steering makes driving easy. This becomes obvious when parking and in narrow bends. Hydraulic equipment reduces the power required at the wheel, also the number of turns. In spite of this, feel for the road is maintained under all conditions.

Mercedes-Benz automatic transmission
You can drive at speeds dictated by the traffic flow without having to change gear or operate the clutch. When overtaking, you need only to "kick down" the accelerator into what is called the forced throttle position, in order to obtain the necessary speed. The automatic transmission then changes into the appropriate gear and, after overtaking automatically changes back. Gear changing takes place without interruption of the power flow. This is one of the greatest advantages of Mercedes-Benz automatic transmission. Optional with steering column or floor shift.

Self-levelling suspension
The rear of the car is raised automatically according to the load (e.g. with a trailer and on journeys with a fully loaded rear compartment), so the Mercedes-Benz is always level. The camber of the rear wheels hardly changes. Even with a really heavy load at the rear the angle of the headlights is not affected.

Sliding roof
The steel sliding roof on a Mercedes-Benz passenger car is weatherproof and maintenance-free. There are mechanically or electronically operated versions.

Electrically heated rear window
An electrically heated rear window can be de-iced more quickly and does not steam up.



Safety headrests



Radio



Safety belts

Safety headrests
The Mercedes-Benz headrests can be adjusted in height or backwards and forwards. They provide a wide or narrow contact surface according to adjustment. Apart from increased comfort (muscle relaxing head support) they are also a safety precaution for driver and passengers, since they protect the neck from injury in collisions.

Radios
A car radio is useful not only for the comfort it gives, programmes bring regular reports about road conditions, traffic hold-ups, diversions etc. Thus by finding out beforehand, you can avoid annoying delays. At the factory, Europa, Mexico and Grand Prix models are installed, and for foreign markets, Brescia or Monte Carlo are available. Any other makes can be installed later at Mercedes-Benz branches or agencies.

Safety belts
No other special equipment had such difficulty fighting against prejudice. To-day, the effectiveness of safety belts is undisputed. From the experience gained in systematic scientific investigation concerning safety belts, Mercedes-Benz fit a three-point safety belt which holds both the upper and lower part of the body firmly in the seat in case of an accident. Thus passengers are kept from being flung against the interior of the car and are protected to a high degree against resultant injuries.

Here are a few more examples: air-conditioning, mechanical or automatic aerial, MB Tex or leather upholstery, orthopaedic backrests, whitewall tires, a set of suitcases, special paintwork in one or two tones, Halogen extra long distance headlights instead of the standard fog lamps, and much more.

Further details are contained in our brochures on:
Mercedes-Benz Special Equipment and Mercedes-Benz Automatic Transmission, Power Steering and Air-Conditioning.



Technical Data

Engine	Mercedes-Benz 200 D	Mercedes-Benz 220 D
Number of cylinders	4	4
Bore/Stroke	3.43/3.29 ins.	3.43/3.64 ins.
Total displacement	121.3 cu. ins.	134 cu. ins.
Engine output acc. to SAE	60 gr. HP/4,200 rpm	65 gr. HP/4,200 rpm
Engine output acc. to DIN ¹⁾	55 net b.h.p./4,200 rpm	60 net b.h.p./4,200 rpm
Max. torque acc. to SAE	87 ft. lbs./2,400 rpm	96 ft. lbs./2,400 rpm
Max. torque acc. to DIN ¹⁾	83 ft. lbs./2,400 rpm	93 ft. lbs./2,400 rpm
Compression	21	21
Oil capacity crankcase max./min.	7.9/5.3 imp. pts.	7.9/5.3 imp. pts.
Capacity of cooling system	18.8 imp. pts.	18.8 imp. pts.
Generator	14 V/35 A	14 V/35 A
Battery	12 V/66 Ah	12 V/88 Ah
Max. speed	approx. 81 mph.	approx. 84 mph.
Tyres, tubeless	6.95-14 / 175-14/4 PR	6.95-14 / 175-14/4 PR
Fuel	Diesel	Diesel
Fuel consumption acc. to DIN 70030 ²⁾	35 m.p. imp. gal.	33 m.p. imp. gal.
Tank capacity	14.3 imp. gals.	14.3 imp. gals.
incl. reserve	approx. 2 imp. gals.	approx. 2 imp. gals.
Weights		
Kerb weight	3,000 lbs.	3,020 lbs.
Permissible total weight	4,145 lbs.	4,165 lbs.
Trailer load with brake ³⁾	2,645 lbs.	2,645 lbs.
Trailer load without brake ³⁾	1,575 lbs.	1,590 lbs.

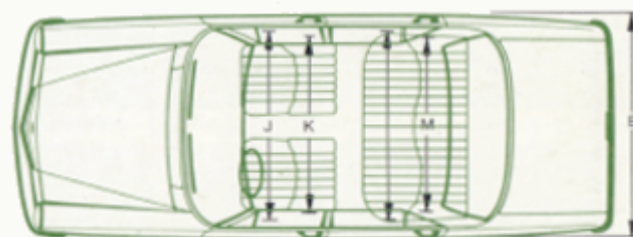
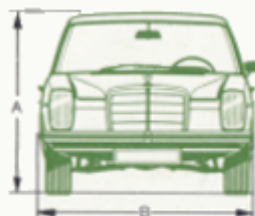
¹⁾ The output given in net b.h.p./DIN is effectively available at the clutch for driving the vehicle, as any other power consumption has already been deducted. Output data given in gr. HP/SAE include the power used for operating auxiliary units not required to operate the engine.

²⁾ Technical data acc. to DIN 70020 and 70030. Fuel consumption according to DIN 70030. This value is obtained at a consistent speed of 110 km/h (68 mph.) on an even road, plus 10 %. This method is used by all German automobile manufacturers. The consumption values quoted are therefore calculated under the same conditions and provide a real basis for comparison. However, they do not correspond to the actual amount of fuel consumed, as this varies according to the way of driving, road and climatic conditions etc. Fuel consumption according to DIN 70030 is therefore only a comparative value and not the actual amount of fuel consumed.

³⁾ The weights quoted are maximum weights. By reason of legal stipulations in various countries outside the Federal Republic of Germany other figures will apply.

⁴⁾ Dimensions vary acc. to sitting position.

The contents are not binding and the right is reserved for modifications.



A Overall height, unloaded	56.7 ins.
B Overall width	69.7 ins.
C Overall length	184.5 ins.
D Wheelbase	108.3 ins.
E Steering wheel - driver's seat backrest ⁴⁾	13.4 ins.
F Seat height, unloaded, front	37.8 ins.
G Driver's backrest - rear seat backrest ⁴⁾	32.1 ins.
H Seat height at rear	34 ins.
J Width at centre of upholstery, front	58.7 ins.
K Width at shoulder height, front	55.5 ins.
L Width at centre of upholstery, rear	58.5 ins.
M Width at shoulder height, rear	55.3 ins.
Track width, front	56.85 ins.
Track width, rear	56.69 ins.
Turning circle diameter	35.6 ft.
Boot space	approx. 20.5 cu. ft.